

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. General Description. The Someseni airfield lies in an east-west direction between the Dej highway and the Somes Mic River about 3,500 meters east of Cluj. It is about 2,200 by 1,000 meters in area, sloping considerably toward the east end.¹ At both ends are electric pumps for the drainage of water, which must be pumped over the embankment on the southern bank of the Somes Mic. The airfield can be approached from the west between the river and the highway or from the east between the second class road on the far side of the river and the concrete highway. Civil planes and planes not assigned to the Someseni airfield are required to fly at 1,800 meters and 1,000 meters. The wind direction is usually east-west, but mountain chains north and south parallel to the airfield make it unusually wind-free. The airfield and barracks lie on both sides of the concrete Cluj-Dej highway north of the double track rail line. A double track rail spur with side and end loading ramps leads to the barracks.
2. The airfield is surrounded on the western and southern sides by a barbed wire fence and on the north by the Somes Mic River embankment. The eastern side is guarded day and night. The surrounding mountains are marked at night by neon lights directed upward. On the ridge of hills north and south of the airfield are concrete antiaircraft gun emplacements, three of which have been equipped to hold four guns each.²
3. Construction and Installations. A concrete take-off runway which is 15 to 18 meters wide and 2,000 meters in length and runs in an east-west direction was completed in 1951. A second take-off runway parallel to the first had not been completed in July 1953. The asphalt runway before the hangars was covered with concrete in 1951 to adapt it to heavier machines.
4. The airfield buildings lie on the southern side of the field near the highway. Six hangars are of iron construction, about 30 by 55 meters, with concrete sidewalls and corrugated roofs.

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Three larger hangars completed in 1951 are of reinforced concrete construction with concrete walls and roofs of thin concrete plates. Two more reinforced concrete hangars, east of the Rumanian-Soviet Air Transport Company building at the eastern end of the field, were built in 1951-1952. One of them is used for civilian purposes. Behind the hangars, on the side toward the highway, are one-story and two-story buildings which provide storage, shop, and office space. The airfield command building is a two-story structure built in 1951 on the western side of the field. Opposite the main entrance of the field and a little forward of the line of the hangars is a flat-roofed, one-story building approximately 20 by 20 meters in area, in which the guard and the inspection officer are posted. On the side toward the field this building has a glass and concrete tower in which the flight control officer is stationed. The building of the Rumanian-Soviet Air Transportation Company at the east end of the airfield is also equipped with a glass tower used as a command tower.

5. Between the highway and the railroad lies a large complex of buildings consisting of three three-story barracks about 100 by 20 meters in area, a 25 by 12 meter one-story building used as guardhouse or garage and occupied by the barracks guard, a three-story flat-roofed command building with four large storage buildings and garages. At the eastern end of the complex are 14 one-story barracks buildings.
6. At the western entrance to Someșeni, about 400 to 500 meters south of the rail line are the antiaircraft artillery barracks, which include two three-story and one two-story buildings and four rows of garages and storage rooms.³ South of the barracks on the northside of elevation point 481 a new ammunition dump has been built.
7. Radar, Radio and Meteorology. The airfield has its own high frequency radio station equipped for short wave broadcasting. The transmitter is located in the glass tower on the building and the antennas are on the ridge near the glider field. The meteorological station is located in a 15 by 10 meter one-story flat concrete building at the eastern end of the field near the Someș Mic River. Experimental and captive balloons are usually released on the left bank of the river near elevation point 515, however, in order to avoid air traffic. Someșeni airfield is also equipped with radar of the "Kiryll" (sic) type.⁴
8. Fuel and Ammunition. The central fuel dump, lying near the railway west of the barracks complex, comprises 14 separate subterranean concrete tanks of 12 to 15 tank car capacity each, protected by a 4 to 5 meter earthwork. A rail spur leads to the central fuel dump from the industrial tract that is part of the barracks complex. An automatic pump empties fuel tank cars. Near the hangars are seven compression gas pumps of three car capacity each, which are connected by underground lines with the central fuel dump.
9. The bomb and ammunition dump built in 1946 on the north slope near the glider field consists of three 30 by 10 meter sunken one-story buildings roofed with tar-paper-covered wood and protected by encircling earthworks.
10. The spare parts stores are in hangar annexes.
11. Personnel. Until 1949 the Someșeni airfield was used exclusively by the Soviets, but since that time Rumanian troops have replaced many Soviet units. Soviet forces now on the field comprise one pursuit wing of 300 to 400 men commanded by a major. The commander and other officers are quartered in villas near the castle of Cluj. The troops are quartered in the barracks, in an area separated by barbed wire from Rumanian quarters. Officers and troops are relatively young. Enlisted men are of the 1933-1934 class, in the second year of service, and older men are found only among the non-commissioned officers and specialists. The troops are exclusively Caucasian.⁵

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12. Since 1951, two transport squadrons of the Third Rumanian Parachute Regiment have been stationed at Someseni.⁶ Other Rumanian troops on the airfield include an air and service battalion and an air technical battalion. A parachute and non-commissioned officers' school is also located at Someseni during the summer months.

13. The Third Rumanian Parachute Regiment, which is part of the Rumanian Parachute Troops Division and [] consists of the following units commanded by Lieutenant Colonel Ghica Popescu:

two parachute battalions
regimental staff
staff company
radio platoon
sapper company
antiaircraft company
rifle company
medium motor company
armor-piercing artillery company
various regimental units.

14. Parachute Battalion. The parachute battalion contains three companies, the organization of which is basically different from that of an artillery company. Although they are also subdivided in three parachute rifle platoons and one parachute heavy weapons platoon, the arms and personnel of the platoons are different. Each platoon is divided into three flights of 13 men. One flight is armed with 22mm. heavy rifles of the Degtyarev type, another with 50 mm. mortars, and the third with tank and rocket weapons of the bazooka type. The riflemen are armed with machine pistols and Mossin-Nagant rifles, but these are being replaced by assault rifles of the type 1951 M. The heavy-weapons platoons are composed of six flights, namely, two machine rifle flights, two light mine throwing flights and two bazooka flights. The air transport units are not assigned to parachute units but, following the Soviet pattern, are assigned as needed to the regiment as independent transport companies.

15. The air technical battalion stationed at Someseni includes a guard company, transport company, shop company and the communications company, which mans the radar instruments and meteorological station.

16. The armored defense company, now equipped with 76 - mm. guns, is replacing them with new Russian 105 mm. armored defense guns. The parachute regiment uses Russian 16-piece automatic parachutes, 12-piece semi-automatic raw silk parachutes, and six-piece red artificial silk parachutes for cargo delivery. Air delivery of troop supplies is accomplished with 80 and 30 kilogram mixed packages. The two transport squadrons stationed on the airfield are equipped with 28 type LO/2 planes.⁷ Four-motor transport planes of the Ll/6 type will reportedly be added to their equipment for the purpose of transporting 105 mm. armored defense guns and light tractors.

[] Comment. The former military airfield was combined in 1949-1951 with the nearby civil airport, at which time the salt pond and its outlet, which separated the two installations, were covered with concrete.

[] Comment. As these gun positions were set up near the radar screen, it is assumed that the guns can be directed by radar in case of an air attack.

[] Comment. This group of buildings is not part of the airfield installations but is mentioned because flak units attached to the airfield are quartered here.

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 Comment. Technical data on the "Kiryll" radar instrument is not yet known, but it is a development of the German Rotterdam type radar.

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 Comment. In June and July 1953 a Russian strategic bomber company with four four-motor machines of the type TU/S⁴ was observed irregularly at Somezeni. After a severe take-off accident they no longer appeared at the field.

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 Comment. The two transport squadrons replaced a Rumanian pursuit regiment of two wings equipped with Yak-9 planes, which was transferred to Timisoara.

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 Comment. This is four less than the complement strength of 32 planes.

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